

To-day's
Advertisements.

VICTORIA PRECEPTORY.
A REGULAR MEETING OF THE VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on THURSDAY, the 26th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 21st October, 1899. [1325a]

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB, will give TWO PERFORMANCES of

Mr. A. W. PINEROS LAUGHABLE FARCE, "THE MAGISTRATE," on SATURDAY, the 4th November, 1899, and MONDAY, the 6th November, 1899, commencing EACH EVENING at 9 P.M. precisely. Dress Circle, \$3. Stalls, \$2. Pit, \$1. Half-price to Pit for Soldiers, Sailors and Police in Uniform. TICKETS can be obtained at the BOOKING OFFICE of the Theatre, City Hall, on and after MONDAY, the 30th instant, at 10 A.M. The Booking Office will remain OPEN from that date from 10 A.M. to 4 P.M. Daily. Late Trains will run 4 hours after the fall of the curtain.

E. W. MITCHELL, Hon. Secretary.
Hongkong, 21st October, 1899. [1325b]

TUITION IN DANCING.
MR. A. HAHN'S DANCING CLASSES will re-commence on 1st November next. Intending Pupils are respectfully requested to send their Applications Early in order that Time and Terms may be arranged.

A. HAHN,
No. 10, Ice House Street.
Hongkong, 21st October, 1899. [1325c]

NOTICE.
FOUND.

A GENTLEMAN has found some MONEY in a PUBLIC PLACE, which he will be pleased to RETURN to its Rightful Owner. Apply by Letter giving full Particulars to "A. H." c/o "Hongkong Telegraph," Hongkong, 21st October, 1899. [1325d]

HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA.

THE Steamship

"LEGASPI,"

Captain A. Vribar, is despatched as above on TUESDAY, the 24th instant, at Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight and Passage, apply to LIZARRAGA HERMANOS, Agents, No. 6, Beaconsfield-Avenue.

Hongkong, 21st October, 1899. [1325e]

NIPPON YUSEN KAISHA, (JAPAN MAIL STEAMSHIP CO.)

FOR MANILA.

THE Company's Steamship

"YAWATA MARU,"

(3,800 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 27th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MITHRA, Manager.

Hongkong, 21st October, 1899. [1325f]

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule — \$10.80

C.—MANZANILLA, PALE NATURAL SHERREY, White Capsule — 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERREY, Red Seal Capsule — 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule — 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) — 20.40

B, C, and CC are excellent dinner

Wines and suitable for invalids and delicate stomachs. D and E are

after-dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and Spirit to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD-CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 21, 1899.

REUTER'S TELEGRAMS.

THE CALLING OUT OF THE RESERVES, &c.

LONDON, October 19th.

The calling out of the Militia came as a surprise. The call applied to 133,000 men who will be employed for replenishing the denuded garrisons.

The Army reservists responded splendidly to the call to the Colours, over 92% answering the summons.

THE WAR CREDIT.

The war credit amounts to £10,000,000.

THE WAR.

The news from Mafeking is disjointed and doubtful. The latest indicates that the Boers were repulsed with heavy loss and afterwards commenced bombarding the town with Krupp guns.

The Boers are making a general advance, apparently endeavouring to envelop Ladysmith, up to the present only outpost skirmishes have occurred.

THE SOUDAN.

The expedition against the Khalifa numbers 9,000.

WEATHER REPORT.

The Observatory report says:—

On the 21st at 11.55 a.m. barometrical changes are slight. High pressure extends over Central China and W. Japan, with moderate monsoon on the China coast and strong monsoon in the N. part of the China Sea. Forecast:—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

It is announced in our advertising columns that Mr. A. Hahn's popular dancing classes will be recommenced on the 1st proximo.

ABDULLA ABRAHIM CASSAMBOH, shroff of A Tak, furniture dealer, was fined \$25 at the Magistracy this morning for selling lottery tickets.

THE total number of deaths at Singapore for the week ending Saturday, 7th inst., was 154, a ratio per mille of 34.38. Fever is accountable for 51, beri-beri 23, phthisis 19 and small-pox 4.

MR. GUERITZ, one of the three Commissioners for British North Borneo, having been granted leave on urgent private affairs, Mr. Henry Walker, Commissioner of Lands, has been gazetted to the vacancy.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m.:

PROGRAMME.

March "Germany" Sommer.

Overture "French Comedy" Jela.

Selection "Swiss" Giedl.

Selection "Remains of Othello" Winterbottom.

Selection "The Miser" Southworth.

Polka "The Jewels" Fainlind.

Polka "God save the Queen."

At the Magistracy this morning, before Mr. Gompertz, Leung Fuk, a coolie, was sentenced to take his trial at the next Criminal Sessions for feloniously, together with two other persons, being armed with offensive weapons, robbing one Kung Lung Po, cowkeeper at Tsai Wan, and using violence to him, his wife and foki on the 25th ulto.

THE Selangor Turf Club met at Kuala Lumpur recently, and passed the report and accounts for the half-year ending on the 30th September. At that date, the cash balance stood at \$5,287. Sir Frank Swettenham was re-elected President of the Club. The following gentlemen were elected to form the Committee: Messrs. King, Talbot, Cumming, Maxwell, Baxendale, Hume, and Day.

We hear that H.M.S. *Iphigenia*, upon the completion of her three years commission, in April next, will be relieved by the second-class cruiser *Porpoise*. The latter ship is 200 tons smaller than the *Iphigenia*, but is a quarter of a knot faster and carries nine machine guns to the *Iphigenia*'s four. Otherwise the armament is identical. Both vessels belong to the *Apollo* class.MR. R. W. ROBERTS, M.A., LL.D., F.C.H., Executive Engineer, P.W.D., and lately in the service of the Burma Railways Company, says *Indian Engineering*, has done a record in extensive travelling during his 18 months' leave from India. He has gone round the world and over it, and in all probability has done over 54,000 miles travel. He returns to India next month. What to do? He passed in seven different languages by the Higher Standard!

MESSRS. Wheelock & Co., in their Shanghai freight market report, of Oct. 16th, say:—

The improvement in London business, referred to in our last issue, has continued, though rates have remained unchanged. This is in contrast to New York rates which have advanced 5 per cent by Suez in consequence of shortness of available tonnage and consequent increase in demand for space. Coastwise—All steamers are more than busy and rates are strong at our quotations. Coal rates have advanced, a steamer having been fixed at \$1.83 from Moji to London via Suez. The one departure during the past fortnight cleared on the 19th inst. with a large cargo from here. She is followed on the 26th inst. by the *Orestes* and *Onafra*, the latter via Marseilles, and by the *Jawa* on 28th instant. For New York via Suez. Since the sailing of the *Pinguey* on the 30th ult. there has been no departure owing to the *Argyll* having had to dock for repairs; she is now loading and expects to clear to-day with about 1,800 tons at 27/6. The *John Sanderson* is due here at once, and on arrival will proceed to load some 2,000 tons of cargo; her rate is quoted at 30/6 per ton. The *W. J. B. B. B.* is due at the end of current month. Her rate is 32/6, and her allotment for this port 1,000 tons only, which she should have no difficulty in filling. For New York via Cape—Nothing has been chartered for this direction. The *Drumellian*, which has just completed her inward discharge, is fixed to load at Kobe, and it is possible that a few tons space may be allotted to Shanghai shippers at 20/6.

THE commission of Mr. Alexander Cook, as British Consular Agent at Sandakan, is published in the *British North Borneo Official Gazette*. The late Mr. W. B. Pryer occupied the post of Consular Agent at Sandakan for many years prior to Mr. Cook's appointment.

A CHINESEMAN named Wee Ah Teng, who escaped from custody at Singapore on Tuesday, Oct. 10th, was seen in Cishin-st. afterwards by a detective. When the officer attempted to arrest him, Wee pulled out a knife and stabbed him under the ear. He got away, and as another officer tried to arrest him, he stabbed him in the abdomen, inflicting a serious wound. The man was subsequently arrested by one of the Police office peons.

A TELEGRAM received the other day by Shanghai mandarins from Nanchang, capital of Kiangsi, reports another riot, this time between R. C. converts and the people of the district city of Kueichin, in that province, resulting in the destruction by fire of a number of the converts' houses. Further, that there is general animosity against the R. C. converts throughout the province, which if not put down by a strong hand will, it is feared, cause a wide-spread insurrection. Governor Sung (Manchu) intends to send troops to the scene of the disturbance. —N. C. Daily News.

A BERLIN paper publishes an interview which one of its representatives has had with an English diplomatist, who is at present travelling on the Continent. The diplomatist is reported to have stated that the terms of the agreement between Great Britain, Germany, and Portugal regarding Portuguese East Africa will be made public shortly. It will be found that the northern part of the territory will pass under German rule. Great Britain will hold Delagoa Bay and the adjacent country on a ninety-nine years' lease, and Mozambique will remain under Portuguese rule.

THE German man-of-war *Hansa* (Capt. Pohl), arrived to-day, says the *Singapore Free Press* from Kiel, *via* Aden, and exchanged salutes with the port. She is a vessel of 1,800 registered tons burthen and carries 35 guns. She is the sister ship to the *Hertha*, which passed through Singapore for China last May. She has a displacement of 1,800 tons and her battery comprises 35 guns of which 10 are big and 25 small machine guns. Her engines are of the cylindrical type and taking a draft of 24 ft. 6 in., she can steam at the rate of 19 knots per hour. She carries two masts with fighting tops and there are three funnels. Including officers, the number on board is 460. The *Hansa* has been commissioned to take the place of the *Kaiser* in Chinese waters, the latter vessel having proceeded to Europe as her time had expired.

THE annual general meeting of the above Club was held this morning in the City Hall. Mr. D. Gilles proposed that the Hon. C. P. Charter should take the chair. There were present the stewards, the Hon. C. P. Charter, the Hon. T. H. Whitehead, Sir T. Jackson, Col. O'Gorman and Mr. J. F. Hough, secretary. Other gentlemen present were Messrs. McKie, Mansell, Graham, Tomlin, Buck, Jupp, Hooper, Lewis, G. H. Potts, R. H. Potts, Cruickshank, Hanks, Herling, Johnson, Moses, Moxon, Stuart, Cox, Farmer, Capt. Mould, Lieut. Walwyn, Major Deball, etc., etc.

The secretary read the notice, convening the meeting, and the report.

The Hon. C. P. Charter said:—Gentlemen, the publication of the accounts, as customary, been in your hands for some time, and I have no doubt they have been accorded your usual careful consideration. In so much as the figures are uniformly grouped under a few headings, their comparison as submitted to you to day, with those of the year preceding, will be very simple. We commenced the year under review with a Debit Balance of \$26,235.87, and closed with a Balance on the same side of \$20,472.82, or an improvement on the years working of \$5,763.05, which is very gratifying (applause). The total expenditure for the period shows a decrease of \$454.47, which includes the sum of 100 Guineas to Mr. Hopwood's Stable, as the Winner outright of the Challenge Cup, (applause) whilst on the Credit side, the Earnings show a material increase, especially in the item for Sale of Tickets &c., namely from \$7,679.66 to \$12,173.05. This no doubt you will consider is very satisfactory and I am sanguine that during the coming year we shall have even a further increase, under this head (applause). The prospects for this season are good. There are more subscription griffins applied for than last year (applause). It is a matter of pleasure and congratulation to note that among the Officers of our Regiment stationed here, there are so many who are fond of the noble sport, and will contribute in no small measure towards making the meeting a great success. Gentlemen, I will be very pleased to answer any question any gentleman may like to ask; otherwise I shall be pleased to propose that the accounts be adopted.

Mr. Hough then read the following report of Mr. G. C. Moxon re the Gymkhana meetings:—

Conformably with the resolution passed at the annual meeting of the Jockey Club four Gymkhana were held at intervals during the past season in addition to the regular one got up by the officers of the Royal Welch Fusiliers. The full anticipated series of five Gymkhana was not got through owing to our not being able to run the first meeting off until the end of April, the course not having been available earlier as it was opened up in places during the spring, for the purpose of laying drains; there were also postponements on account of the weather. We commenced the season with \$470 in hand, the meetings have been more than self-supporting, and the Hon. Treasurer expects that after all outstanding are disbursed there will be some \$500 to carry forward. As the last Gymkhana was only held on Saturday, the 14th inst, it is impossible for the committee to render closed accounts on this occasion.

G. C. MOXON, Hon. Sec., Gymkhana Committee.

Mr. McKie proposed, and Mr. H. Buck seconded, that the usual Gymkhana be held under the auspices of the Jockey Club. Carried.

The Chairman said that two or three of last year's stewards would not be able to fill their posts again, and suggested other gentlemen's names to fill the vacancies.

Mr. McKie proposed, and Mr. Rutter seconded, that the stewards, as given by the Chairman, be nominated instead of balloted for, but that it was put to the meeting.

Mr. Murray Bain proposed, and Mr. Rutter seconded, that Mr. Buck be elected in the place

of Mr. Lewis, as Mr. Buck was a gentleman who had had great experience in racing and everything in connection with it.

The Chairman said that in that case the stewards would have to be balloted for. The ballot was taken and,

Messrs. McKie and Cruickshank were selected as scrutineers.

Whilst the votes were being counted, the Chairman said that it had been suggested that the distance for the Championship race should be reduced from 1½ mile to 1 mile. This was the distance run in Shanghai and he himself, thought it might be adopted here. It would also add to the fees, as the entries would be larger.

On the votes being counted, the following were elected stewards for the ensuing year:—The Hon. C. P. Charter, C.M.G., the Hon. C. H. May, C.M.G., the Hon. T. H. Whitehead, the Hon. J. J. Keswick, Messrs. D. Gilles, R. M. Gray, M. Grote, J. H. Lewis and Major Morris, R.A.

This was all the business.

THE AMERICA CUP

Numbers of people are, at present, all excitement over the race for the America Cup, which has remained in America for 48 years, and, according to telegrams lately received, it appears as if our "Cousins" will retain it for another year.

In this connection the Cup is not worth the trouble of crossing the Atlantic for; artistically its value is considerably less, but historically its price cannot be estimated. According to news from home, the *Shamrock* is the sturdiest challenger that has ever crossed the "great fish pond" to compete for the trophy.

Many people have the history of the Cup at their finger tips, so to speak, and can rattle off the names of the yachts which have competed and the dates without hesitation, but there are some who know very little about them and could not even name the competing boats of last year, so for the benefit of the latter I will give an account of events from the beginning, which, I am sure, will be read with interest by the readers of the *Hongkong Telegraph*.

It was in 1851 that the Cup first came into existence, and not many years later the New York Yacht Club became a fact.

Commodore Stevens was the first to build a yacht to sail in British waters to try and take, as the Commodore put it, the conceit out of the Britishers. He did it, too, and surprisingly easily. The boat, which he called *America*, was something the style of a pilot boat schooner built of 170 tons, and she made the passage from New York to Cowes in 27 days.

The first yacht the *America* took on (not an arranged race) was the *Lavacra*, a boat that had come out to meet the *America* to show her the way into the harbour. To see how his boat would hold her own against the Britisher, the Commodore started to race her in, and, although his boat was sea-going and carried extra gear and provisions, the *America* beat the *Lavacra*, notwithstanding that the latter had a couple of hundred yards start.

Now the Commodore made a mistake in beating the *Lavacra*, for he could find no one to take up his challenge. However, the Queen's Cup race, in the Royal Yacht Club's regatta, was made an open event, and the *America* might compete. She did, and won the Cup, beating the *Albatross* by 18 minutes.

English yachtsmen were surprised at the victory, but were more surprised at the boat's rig, for she had a big black hull, stiff, rakish masts, no topmast, but a tremendous spread of canvas. She was challenged later by the *Tania*, a 100-ton yacht, which she defeated, and sailed back to New York with the Cup. The Commodore presented it to the New York Yacht Club as a "Challenge Cup for friendly competitions between foreign nations"—the Cup is there still!

No one tried to bring back the Cup for nine years when, in 1870, Mr. Ashbury went across with his *Cambria*, a boat of 227 tons. She sailed against a whole fleet of yachts, including the *America*, but had luck attended the *Cambria*. When passing the Narrows the wind suddenly changed, the mainsail slipped, and the boat went off on the wrong tack. She rapidly made up lost ground when two yachts fouled each other in her course, and lost the race by 27 minutes behind the *Albatross*.

This caused new racing conditions, the N.Y. Club arranging that further contests should be decided by a series of matches. So in 1871, Mr. Ashbury took the *Columbia*, a centre-board yacht, and won two races of the series, the English boat winning the third by 15 mins. The *Suffolk* took up the next two races and each time easily outdistanced the English yacht.

An interval of five years elapsed before Major Gifford, of the Royal Canadian Yacht Club, took the *Countess of Dufferin* to New York. The *Madeline* was the defender, and pulled off the first three attempts.

Then five years later the Canadians made another attempt with the *Adriatic* against the *Genesta*. It failed, and so did the efforts of the *Genesta*, a beautiful boat owned by Sir Richard Sutton, which went across from England in 1885. This race was the best out of three, and was a close thing, for the *Puritan* just scraped home in the second by 90 ticks of the clock hand of *Genesta*.

The *Galata*, the challenge of Lieutenant Henn, R.N., next went over, but only did moderately against the *Mayflower*.

Then the *Thistle*, a Scotch boat essayed the task which had proved too much for all previous boats.

The *Volunteer* took up the challenge and won easily. No more challenges were made until 1893, when Lord Dunsany took across the magnificent yacht *Valerie II*. It was then arranged that the race should be the best three of five, and the first race was abandoned, the second lost by the *Valerie*, by seven minutes, and in the third the *Puritan*, which was defending the Cup, won by 12½ minutes.

Valerie II came home only to be sunk in the Clyde by a vessel which collided with her, and then Lord Dunsany gave Mr. G. W. Watson, of Glasgow, a commission to build him *Valerie III*.

All that skill and good workmanship could do was put into *Valerie III*, but the Americans were again a little ahead of us, and built the *Defender*. In this yacht the Americans departed from their custom of using a centre board, which they believed gave a yacht better sea-going and sail-carrying capabilities in heavy weather, and built *Defender* with a "fin" keel, similar to the deep keels on English yachts.

The *Defender* spread 10,400 feet of canvas, *Valerie III* 11,400, a remarkable advance on *Magie* and *Cambria*, which spread 1,080 feet, and 2,105 feet respectively.

England was doomed to disappointment. *Valerie III* failed to bring home the coveted cup. The first race, on September 7th, 1895, was interfered with by the excursion boats which crowded the course, and almost blanketed the races time and again, and *Defender* won by 41 minutes.

Valerie III, however, won the second race, but was disqualified on the ground that she had fouled her opponent, and the race was awarded to *Defender*. The *Valerie III*

crossed the line first, and then the yachts fouled. *Defender's* starboard (topmast) abouls were carried away. She protested, and the objection was upheld. The *Valerie*, it may be said, was forced off her course. *Valerie* won a keen race by 48 seconds. She was terribly hampered by excursion boats, had to sail through the heavy wash and choppy sea created by those vessels, and was so crowded generally that Lord Dunsany wrote to the New York Club stating that under the circumstances racing was rendered absurd, and he was risking the lives of his men and the safety of his vessel.

On the day of the third race the conditions were worse than ever. The fleet of excursion boats was enormous, and after going over the mark to give *Defender* a start Lord Dunsany put back and left *Defender* to sail over the course alone. Lord Dunsany wanted open water and could not get it.

The ending was unsatisfactory, and it is to be hoped the New York Yacht Club have learned the lesson of the 1895 races thoroughly.

It now remains to be seen whether all the time, labour and immense amount of money spent on Sir Thomas Lipton's *Shamrock* will be of avail in wresting the Cup from America.

GLEANEER.

HONGKONG VOLUNTEERS MOBILIZE.

CAMP AT STONECUTTERS.

For once the weather, which decidedly seems to have got some grudge against "our very own" Volunteers, was propitious and the clerk of the weather vouchsafed a beautiful day for the pitching of the camp and the march in of the troops. Contrary to custom (perhaps to circumvent the aforesaid clerk) the Volunteers did not march from their Headquarters to Murray Pier, but congregated at the pier, and independently went on board the submarine mining steamer *Soleil*, which was moored alongside at 4.30 p.m. ready for the embarkation of the troops. Another smaller launch was also held in readiness for the officers and late comers and so did not start until some time after the *Soleil*.

The drum and fife band, under the command of Dr. Major Brown, and the tuition of the Royal Welsh Fusilier Drum Major, have been preparing themselves for some time past, and, as the hawseers holding the transport to the wharf were cast loose, struck up the popular military air "The Girl I Left Me." The band enlivened the voyage across the briny deep with further martial tunes, the camp being made shortly after 5 o'clock and the men "fell in" on the grassy plot close to the powder magazine.

Most of our readers are aware that the eastern end of Stonecutters' Island is pretty level and makes an ideal spot for the purpose to which it is now being put. Though, some few might never have been on the island, they must have noticed the towers and the old prison wall that runs across the island from north to south and the level plain that lies on either side of this wall. The camp is pitched on both sides, the junior officers having the east side, and the senior officers, while forming the main body of the camp, are situated on the western, with the commandants and officers' commanding company tents in front, facing the mainland to the north of the harbour. Down the centre of the camp are pitched the mess tents, six large marquees abutting each other answering for this purpose, for the rank and file, the sergeants having theirs, also in line, but separate, while besides a dining saloon a bar is provided for the exclusive use of the sergeants and their friends. The men's marquees are very comfortably fixed, long tables running down the whole length of the six marquees on either side, while forms are fixed beside the tables. We were not able to find out the contractor's name but he certainly was most successful in showing the noble manner in which Chinese can put bamboo to varied uses. The Field Battery are stationed on the east side of the marquees with the Machine Gunners on the west, the remaining units lying at the back of the Maxims, with the Band and Engineer company on the first terrace of the hill adjoining. The ground being level and grassy, though terribly hard, no boards have been provided for the bottoms of the tents, but as there are waterproof sheets and thick mattresses on the very little fear of damp affecting the occupants. Two marshes have been erected, one for the use of the cooks in their culinary operations while the other is occupied by the canteen and, considering the exigencies of the situation, the canteen is most luxuriously provided, drinks from the aristocratic champagne to Tommy's shandy being available. The management have wisely instituted "checks" instead of "chits" and Corporal Cotton and Gunner Thompson were kept pretty busy in serving out the many calls for these checks. A barber's shop is also established at the same east corner of the camp, which would greatly tend to the smart soldierlike appearance of the campaigners. The private appearance of the lodged in the disused towers, where they seemed to be most comfortably fixed. The orderly room, is a permanent building at the North-east Corner, where Corps Quarter-Master Sergeant Walling with his assistant, Gunner Parsons R.A., had their hands full with serving out the camp equipment and looking after the men's general comfort. Store tents are distributed in accessible positions throughout the camp, the guns being parked along the sea front on the south side. While speaking about the general arrangements made we must not forget to mention that the *Soleil*, one of the fastest and most commodious launches in the harbour, was the kindness of the R.E. authorities, has been requisitioned for transport duties, making eight runs a day between Murray Pier and Stonecutters, the first run being in plenty of time for men to come to business in the morning and the last at 10.15 at night.

The troops, about 100 strong, arrived at Stonecutters at about 5 o'clock and after being formed up in their respective companies, Captain Bland, R.A., the Corps Adjutant, told them off to their tents, also informing them of the meaning of "Fatigue Drill."

On arrival at their tents the men took off their accoutrements, selected their tents and then, arming themselves with mallets started to fix the tents in proper ship-shape (excuse the expression) manner, driving in the pegs at the bottom of curtain, digging trenches round the tent and other multifarious little jobs incidental to military occupying a new camp. These jobs may not appear to be laborious, but when the ground is hard, beastly hard, and the peg-blunt, we can assure our readers no exercise is done, and the men are not tired, for the work for the aforesaid peg content to do the work for which it was evidently intended. Corporal Cotton, however, grasped the situation, and no time in providing the thirsty workers with checks so that an early visit to the canteen was possible to lay the dust. Camp "drill" is a "terribly" dusty work, and the custom the canteen received. After the men had made themselves comfortable, the bugles sounded "orders" and the senior non-commissioned officers repaired to the orderly room to copy orders for the ensuing day.

These camps of instruction, no doubt, are most enjoyable but must not be forgotten that the Government find the cash and they usually want something for their

money, there is no doubt they will have full value for money in the extra efficiency attained by the volunteers by the hard work which they will be called upon to do.

pen could have put all I have said, both in my last letter and this, in a much more convincing manner.

Yours faithfully,
PEACE.

Hongkong, October 20th, 1899.

THE WAR IN THE PHILIPPINES.

(From Manila Papers.)

SCOUTS AMBUSHED AT MUNTINLUPA.

MANILA, October 14th. Three companies of the Thirtieth Infantry, under Major Cheatham, were ambushed at the town of Muntinlupa, Thursday afternoon, and three men were killed, two wounded, and six more missing. Reinforcements under Colonel Boyd reached there yesterday morning, and the rebels were routed.

An expedition consisting of ten companies went up the lake to Muntinlupa to look over the ground and dislodge a small party of natives that were supposed to be located there. The three companies landed near the town without much opposition, and a company started through it on a reconnaissance. They met with no resistance and everything appeared quiet, and they were just starting to return when the rebels opened up from the ambush on all sides of the town.

PARTY CUT OFF.

Some of the scouting party were cut off, but they fought their way through as best they could to their command. The other two companies hurried as fast as possible to the scene and soon the conflict raged fiercely. All of the men who did not get out of the trap fought bravely, but the little force soon began to get short of ammunition; so they took up a position in one of the buildings near the lake front and kept the enemy at bay as well as they could.

The enemy did not attempt to force them from their position, for they thought that a gunboat was lying in the bay just behind the building. There was none there, but there is no question that the rebels feared a trap.

HELP IS SOUGHT.

In the meantime a trusty messenger was dispatched with a message to Pasig, to hurry up ammunition and reinforcements. The message reached headquarters at Pasig at 9 o'clock, Thursday night.

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When the Chinese Consul General heard of the advertisement that Palanco was spreading, he grew wrathful and ordered a trusty henchman to go around the city and tear down every offending circular he found. Palanco objected vigorously to this, and inasmuch as he had received permission from the military authority to distribute and post up his hand bills, the police promptly stopped the agent of the Consul General in his work of destruction. But the Consul General has another arrow, and it is said that he will launch a counter proclamation at Palanco and all his adherents. "The so-called Chinese Benevolent and Protective Society," says he, "is no good. All Chinese here who behave themselves well will be carefully protected by the United States authorities, and if at any time they have wrongs to be redressed they should at once appeal to the Consul General."

San Francisco was for a long time infested with highbinder tongs that terrorized the Chinese population and levied an enormous amount of blackmail. It was only after years of hard work on the part of the police who received the hearty co-operation of the Chinese Consul General that the highbinder tongs were suppressed, and if, as the Chinese Consul General here seems to intimate, the aim of the bad Chinese is to form highbinder tongs, and like organizations, the present "tong" may develop into more serious difficulties.

THE "PRESIDENTE SARMIENTO."

It is unfortunate that the Argentine cruiser and training ship, *Presidente Sarmiento*, Capt. O. Betbeder, which arrived at Woosung, Shanghai, from Kiaochoo, is not visiting Hongkong, says the *N. C. D. News*, for she is indeed an interesting vessel and reflects great credit on the Republic for neither money, forethought, nor pains have been spared to make her a perfect naval school ship. Built at Messrs. Laird and Co.'s yard, Birkenhead, in 1897, her hull is of modern type, but for drill purposes she is fitted as an auxiliary, being furnished with three masts, and equipped with 2,000 lb. of shot, and a 12-inch gun. Her propeller has feathering blades, a feature which gives her a great advantage. The vessel's displacement is 2,850 tons. The crew numbers 350 all told, and is composed of 14 commissioned officers, and engineers, 40 midshipmen, 120 apprentices,

boys, a large number of non-commissioned officers, 100 1st-class A.B.'s besides stokers, and several on the civil list. She was commissioned on the 29th of June last year, and on the 12th of January left Buenos Ayres for a cruise round the world. The armament, with the exception of four 4.7-in. Armstrong guns, is irregular, every approved type of gun being carried for complete instruction in gunnery; neither is the torpedo department forgotten, the vessel having three tubes and all the latest contrivances. Each commissioned officer regularly teaches the particular branch he is most proficient in, the classes including subjects in artillery, fortification, theoretical and practical engineering and electricity in all its uses in warfare. Civilians are also carried for the study of languages, principally English and French, photography, fencing, boxing, and music, the last art being taught by a skilled musician and organist. The 1st-class A.B.'s are being trained for non-commissioned officers. Besides the ordinary boat equipment a 250-hp. half-deck racing cutter is carried which can also be converted into a full-rigged ship. The boat, which carries a centre-board, is remarkably stiff and handles well under her unique rig. Aloft she is a perfect model of the cruiser. Since leaving home the vessel has visited the principal ports round the South American coast to San Francisco, then crossed the Pacific, calling at Honolulu, where all on board helped the Americans to celebrate the "Glorious Fourth," and five days later the compliment was returned by the Americans by assisting at the anniversary of their guests' independence day. From Honolulu they struck across to Japan, visiting Yokohama, Kobe, etc., then made for Chefoo. The 20th ultimo was fête day and a colossal picnic was organised on the Island of Kungkingto (Chefoo), where whole oxen and sheep were roasted in the open. Their stay at Woosung is limited to about five days, when they proceed to Hongkong for stores, thence they will visit Manila, and pick up all the large ports en route for home via the canal, including New York and Cuba. The voyage so far has been a most pleasant and instructive one and we are told that a marked all-round improvement is most noticeable in the youthful crew.

Some of the scouting party were cut off, but they fought their way through as best they could to their command. The other two companies hurried as fast as possible to the scene and soon the conflict raged fiercely. All of the men who did not get out of the trap fought bravely, but the little force soon began to get short of ammunition; so they took up a position in one of the buildings near the lake front and kept the enemy at bay as well as they could.

The enemy did not attempt to force them from their position, for they thought that a gunboat was lying in the bay just behind the building. There was none there, but there is no question that the rebels feared a trap.

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GOAT BREEDING FOR PROFIT IN FORMOSA.

Sheep do not, we believe, thrive in Formosa, any more than in Japan, says the *Formosa*, but goats do, and large flocks of these latter are kept, chiefly for their flesh, which takes the place of mutton, which it closely resembles. The variety found in Formosa is the black goat, which is smaller than the goat found in Europe and America, and is a very hardy animal. There is no reason why, if proper care were exercised in the selection of varieties, goat-breeding should not become a very profitable occupation in the island. Not alone might they be raised for the purpose of obtaining their skins and flesh, but they might be kept also for dairy purposes, and large profits made out of their milk, which can either be used as such, being particularly wholesome and nourishing, or can be converted into the most saleable cheese, such as the Roquefort, Mont d'Or, Le Sassenage, and Levroux of France and Switzerland.

MINING RIGHTS IN JAPAN.

The question of allowing foreigners to own and operate mines having become a topic of discussion among those who are in favour of extending the right of free-hold of land to outsiders, it has come to be rumored that the Government will submit to the 14th session of the Diet a bill amending the existing Mining Law. The *Yomiuri*, however, learns that the authorities have not yet laid these things under their consideration. The same journal is informed on the other hand that the Keizai Kenkyu Kai (Economic Investigation Association) and the Tokyo Chamber of Commerce are both to bring up the subject for debate at their next meeting and that there is a division of opinion among the members of these bodies, one section holding that such a liberal policy may result in the whole of Japan becoming the property of foreigners; while the other argues that the most that may follow will be that foreigners may invest in building lands. The latter section thinks that so long as there is money in mining works, Japanese owners will not be foolish enough to part with them in favour of foreigners; but the mere extension of the right of owning them and other lands will have the effect of quieting the minds of foreigners and will become an inducement for them to invest money in Japanese enterprises in general.—*Kobe Herald*.

TELEGRAMS.

(From all sources.)

Fund for the Transvaal Refugees.

LONDON, October 14th. The Lord Mayor of London has opened a fund for the relief of the refugees from the Transvaal, to which large sums have been contributed.

Threatened Points.

The points principally threatened by the Boers are Mafeking, Kimberley, and the triangular piece of Natal territory lying between the Free State and the Transvaal.

The British forces there remain at present on the defensive.

Russia and Korea.

LONDON, October 8th. It is rumored that it is the intention of Russia to open Kergan in Korea as a link between Vladivostok and Port Arthur.

The "Scotsman."

LONDON, October 3rd. Fifty men have been arrested while engaged in looting the Dominion liner *Scotsman*, now ashore.

Altogether it is believed that from fifteen to twenty-four passengers perished in the disaster.

(From Dutch Sources.)

THE HAGUE, October 7th.

Sir H. Campbell Bannerman and Mr. John Morley have made speeches in favour of preserving peace. They hold that on neither side is there any reason for war. Small detachments of Boers are at Botatsi between Mafeking and the Cape Colony. The natives at Kimberley, on the frontier between Griqualand and the Orange Free State, have offered aid to the Boers, and are busy putting into a state of defence several places in the Free State. The British forces have reached Naauwpoort in Natal. The district between Ladysmith and Dundee is still without troops.

October 8th. The main body of the British force in Natal is at Ladysmith. Thousands of natives are now at Ladysmith, where they are committing many deeds of violence. The Boers have marched forward beyond Mafeking. The Free State Government has detained a coal train bound for the Cape Colony. This has aroused great uneasiness in Britain.

October 9th.

Telegrams have passed between Sir Alfred Milner and President Steyn of the Free State regarding the possibility of peace being preserved. These telegrams show that Britain refuses to withdraw the troops from the border—a condition laid down by the Transvaal Government. General Joubert, the Comander-in-Chief of the Transvaal, has the matter under consideration. He withholds the pressure on him to take the offensive. The Boers are dissatisfied with Joubert. The Free State Government has declared that it will remain on the defensive.

Spheres of Influence in Korea.

TOKYO, October 4th. Evidently what may be regarded as a surprise to the Tokyo Government is reported from Korea. All the Foreign Ministers, with the exception of the Japanese Minister, have joined in a plan for delineating the respective spheres of influence. The plan owes its inception to the Russian Minister and was brought forward by the German envoy.

Election Riots.

TOKYO, October 4th. A serious disturbance is reported from Saga in connection with the recent prefectural elections. Some two hundred men came into collision with the police, whom they tried to overcome by force. Some ten persons were wounded on both sides but no arrests have been made.

The Russians at Masampo, Korea.

TOKYO, October 4th. The Russians have bought the paddy field lying between the Masampo beach and the foreign settlements. The exact number of (subso) is not stated, but it is known that a sum of Yen 18,000 has been paid. The Russians will fill up the land and also reclaim the beach to a considerable extent. The necessary materials have been ordered from Nagasaki. A few engineers are busily engaged in surveying the locality.

SERIOUS PLAGUE RIOT AT KOLAHUR.

DOCTORS' RESIDENCES WRECKED. HOSPITAL FIRED.

There was a serious plague riot in Kolahur on the evening of the 7th of September, when the residence of Doctors Whynette and Gadgil were wrecked and ransacked. About 5 o'clock, a Hindu boy was being conveyed in an ambulance to the plague hospital. A large crowd objected to the lad's being taken away but their opposition was resisted. Soon after, it became apparent that trouble was brewing and the shop-keepers all set about closing their doors. Later on, about three thousand mad contents assembled and marched to the plague hospital. On the way they wrecked the two doctors' houses and on reaching the hospital smashed the dispensing room and set fire to such portions of the place in which there were no patients.

AN ECONOMIC LION BAG.

The following story comes from the *South African*. Six natives went out lion-hunting on the 17th of September. After some hours travelling they found a likely spot, and climbed up into a tree to wait for the lions to come down to the river to drink. The first animal that appeared was an immense buffalo, and then came a lion and a lioness. On seeing the lion the buffalo went for him, and transfixing him with his horns, killed him. The lioness fled, but returned shortly afterwards with another lion to take vengeance on the buffalo for her mate's death. The newcomer, however, was discomfited by the buffalo, who also disposed of three other lions in the same manner, but was mangled in fighting that he died. All this time the hunters had remained in the tree watching the fighting, and when all was over they put the five dead lions on their camels and departed. A fine bag without firing a shot.

TRANSVAAL BLUE BOOK.

THE VERY LATEST. The Colonial Office has newly issued the latest South African Blue-book, and the *Strait Times* are placed in full possession of the facts relating to correspondence about political affairs in the South African Republic.

In the first section of the book, the alleged conspiracy at Johannesburg is dealt with, and the following sections deal with the South African Republic on the question of reforms.

REFORM AND SUZERAINTY.

These negotiations show that a demand for a joint inquiry into the Uitlanders' grievances was made, and as the situation was most critical, Her Majesty's Government said they would be bound to assert these demands, and if necessary press them home by force. A seven years' retrospective franchise with an increase of seats was offered to get these demands waived, but a reply was sent that Her Majesty's Government was unable to perceive the objections entertained by the South African Republic against a joint commission of inquiry.

On September 2nd, a note was sent by the Transvaal Government of which the following is an extract:

That as regards the assertion of suzerainty its non-existence has, as this Government ventures to think, already been so clearly stated in its despatch of April 16, 1898, that it would be superfluous to repeat here the facts, arguments, and deductions stated therein; it simply wishes to remark here that it abides by its views expressed in that despatch. This Government could never have anticipated that their proposal would be unfavourable and they can only continue to cherish this hope that the terms of both this and former communications will give an opening for a way through which a good understanding and a solution of existing differences may be arrived at.

Sir Alfred Milner, in a despatch to Colonial Office on August 23rd, endeavoured to clear up the essential features of the situation, and said:

What I was fighting for was not "five years' franchise retrospective," but a principle, and one which I do not think any fair person reading the proceedings of the conference as a whole can fail to realize. That principle was simply this; the substitution of the power of self-protection on the part of the Uitlanders, through their becoming members of the State, for the imperfect protection they at present enjoy from the Convention or from whatever diplomatic action Her Majesty's Government may take, outside the Convention, for such of them as are British subjects. My idea was to enable the Uitlanders, or a large number of them, to become, if they chose, citizens of the State, exactly on the same footing as the old citizens, undertaking the same responsibilities, but endowed with the same privileges. To have that district which, by the adoption of any reasonable terms of admission to citizenship, would include according to my estimate—at least 15,000 new citizens—with only two members, when the average throughout the Republic is about one member to every 1,000 burghers, would be to place the new element at altogether too great a disadvantage. Moreover, under ordinary circumstances, it would be at least two years before either of the seats in question became vacant. It was a necessary corollary of a large admission of new citizens in a limited area that that area should have some increase of representation, and it was equally necessary, having regard to the intense strife resulting from the prolonged disregard by the Government and Volksraad of Uitlanders' grievances, that the voices of Uitlander representatives should be heard at an early date in the ruling council of the nation.

RIGHTS OF BRITISH SUBJECTS.

Other questions not directly connected with the Uitlanders' grievances should also be dealt with, Sir Alfred considered, specially referring to—
(1) The position of British Indians; (2) the position of other coloured British subjects; and (3) our claim that all British subjects should be entitled to treatment at least equally favourable with that of the subjects of any other nation. The latter claim has been put forward by us on many occasions, as, for instance, with regard to commanding, but it has never been formally admitted by the South African Republic, and unless it is so admitted now, I feel certain that we shall have grave difficulties in the future. We must not lose sight of the fact that, even in case of a satisfactory settlement of the question of citizenship, resulting in many of our subjects becoming citizens of the Republic, the number of those remaining British subjects will still be large.

LOYAL NATAL.

The extracts are concluded with a telegram from the Governor of Natal to Mr. Chamberlain, giving expression to the feeling in the Colony and stating—

Her Majesty's Government is, and has been throughout, unanimously supported by the local Press men who approved of the retrocession of 1887 as an act of conciliation and justice; men who concurred with me in denouncing the raid; men who have valuable property in the Transvaal and have much to lose in case of war; men who

have much to gain by the maintenance of peace because their interests are bound up in commerce in the Transvaal; men who would be glad to see the maintenance of Transvaal independence; loyal Dutch subjects of Her Majesty; from men of all these categories assurances have reached me of their hearty support of the action of Her Majesty's Government, of their belief that permanent peace and prosperity can only be secured by securing equal rights and privileges of Dutch and English throughout South Africa and of their earnest desire that these should be obtained, even if necessary at the cost of war, a real and effectual settlement.

SHIPPING REPORTS.

Captain Kynoch, of the steamship *Maunsang*, from Sandakan, reports—Strong N.E. monsoon and heavy sea.

Captain Anderson, of the steamship *Footscragh*, from Wulu, reports—Moderate to fresh N. and N.E. breeze, fine weather with cloudy sky and following sea.

Captain von Wellstcott, of the Austrian cruiser *Kaiserin Elisabeth*, from San Mun, reports—Fine weather, fair, Channel of Formosa northerly winds, force 3-4, moderate sea.

NOTANDA.

CALENDAR.

Metorological means based on fifteen years' observations to 1895.

Barometer 29.982
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY.

Saturday, 21st October, 1899.
Chinese—17th of 9th moon of 25th year of K'uang-shi.
Sun—Rises 6hr. 0min.
Sets 5hr. 30min.
High water—Morning 1hr. 0min.
Afternoon 4hr. 15min.
Low water—Morning 3hr. 17min.
Afternoon 3hr. 20min.

ANNIVERSARIES.

1805—Battle of Trafalgar.
1861—Evacuation of Canton by the British forces.
1877—The Shanghai and Woosung railway closed by the Chinese Government.
1897—The British Government informed the United States that they would not open the Indian Mint.

TO-MORROW.

Sunday, 22nd October, 1899.
Chinese—18th of 9th moon of 25th year of K'uang-shi.
Sun—Rises 6hr. 1min.
Sets 5hr. 30min.
High water—Morning 1hr. 30min.
Afternoon 4hr. 15min.
Low water—Morning 3hr. 20min.
Afternoon 3hr. 30min.

ANNIVERSARIES.

1862—Insurrection in Greece; King Otto deposed.
1869—Prince Alfred arrived at Shanghai.
1871—Sir R. Murchison died.
1875—Cosmopolitan Dock opened.
1877—Mr. O. B. Bradford, U.S. Vice-Consul-General at Shanghai, found guilty of breach of trust in opening letters, and sentenced to fine and imprisonment.
1887—Neutralization of the Suez Canal. Death at Saigon, of M. Fillipini, Governor of Cochinchina.
1896—Suspicious death of Mr. W. R. A. Carew, Yokohama. Piratical attack on a fishing boat near Green Island; one man killed.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass (Chin.), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Annam) to-morrow.
Australian (Changsha) 23rd inst.
Australian (Guthrie) 24th inst.
American (Coptic) 28th inst.
Canadian (Empress of India) 9th prox.
American (America Maru) 11th prox.
Australian (Chinglu) 12th prox.

The C. N. Co.'s steamer *Changsha* from Australian Ports, leaves Manila for Hongkong to-day.

The steamer *Hakata Maru* (Europe Line) left Singapore for this port to-day and is expected to arrive here on the 25th October.

The steamer *Yasuda Maru* (Australian Line) left Nagasaki for this port 20th October and is expected to arrive here on the 24th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.
Isla de Luzon " "
Simla " "
Liberal " "
U.S.S. Oregon " "
Sandakan " "
Pukong " "
May Flint " "
Esmeralda " "
Zafiro " "
Petrarch " "
D. Juan d'Austria Cosmopolitan
Minghai " "

PASSED THE CANAL.

Onward—22nd September—*Malacca*, 26th September—*Empire*, *Adria*, *Anapa*, *Banberg*, *Voronez*, 29th September—*Anapa*, *Banberg*, *Voronez*, 1st October—*Japan*, *Yarra*,

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKUAI MARU W. Nishimura	VLADIVOSTOCK, VIA SWATOW, AMOI, SHANGHAI, WEI-HAI-WEI, CHIEFOO, CHEMULPO & NAGASAKI	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	(MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE)	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd November, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 12th October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY,
HONGKONG.

1247a]

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

CLARK'S B. 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

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JAPANESE FINE ART CURIOS,

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35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

[42]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

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PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

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DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

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ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

[39]

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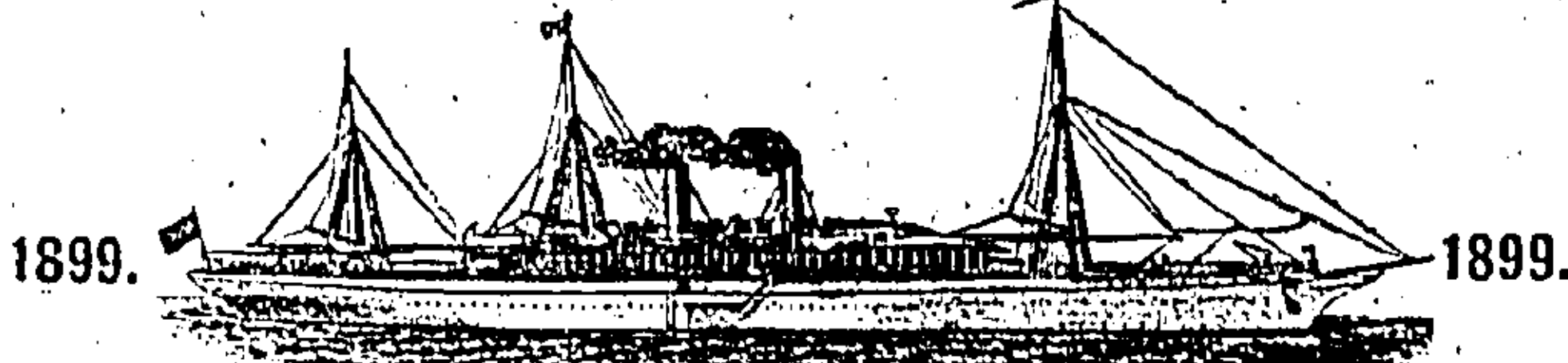
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CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Honol-
ulu) Tuesday, 14th Nov.,
at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Honol-
ulu) Saturday, 9th Dec.,
at Noon.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Honol-
ulu) Wednesday, 3rd Jan.,
1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA & HONOLULU, on

TUESDAY, the 14th November, at Noon,

taking Freight and Passengers for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899. [1310]

NOTICE.

THE BEST PREVENTIVE OF ALL

INFECTIOUS DISEASES.

JEYES FLUID

THE BEST

DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY

ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 9th March, 1897.

[17]

Mails.

NORDDEUTSCHER
LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG	12th November
Forck	(LONDON with transhipment in HAMBURG)	Freight
*SIBIRIA	HAVRE and HAMBURG	About 19th November
Brann	(LONDON with transhipment in HAMBURG)	Freight and Passage
BAMBERG	HAVRE and HAMBURG	About 28th November
*KONIGSBERG	(LONDON with transhipment in HAMBURG)	Freight
Mayer	HAVRE and HAMBURG	About 12th December
*CHRISTENSEN	(LONDON with transhipment in HAMBURG)	Freight and Passage
AMBRIA	HAVRE and HAMBURG	About 24th December
Burmeister	(LONDON with transhipment in HAMBURG)	Freight

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

81] CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

Tyda..... 3,409 Sunday Oct. 22

Carmarthenhire..... 2,929 about Nov. 15

Strathgyl..... 5,023 about Dec. 15

Carlisle City..... 3,602 about Dec. 31

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO VIA

AMOY, SHANGHAI, NAGASAKI, KOBE,

YOKOHAMA and HONOLULU, TO

MORROW, the 22nd October.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, China and Japan.

Hongkong, 21st October, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Naga- Wednesday, 25th Oct,

saki, Kobe & Yoko- at Noon.

*Algon (via Moji, Kobe, Tuesday, 21st Nov.,

Yokohama & Honol- at Noon.

China (via Shanghai, Saturday, 16th Dec.,

Nagasaki, Kobe, In- at Noon.

land Sea, Yokohama and Honolulul)

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO,

via NAGASAKI, KOBE and YOKOHAMA,

on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulul,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

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Routes from San Francisco, including the

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Passengers holding Orders for OVER-

LAND CITIES in the United States have

between San Francisco and CHICAGO, the

option of the SOUTHERN PACIFIC,

CENTRAL PACIFIC, UNION PACIFIC,

DENVER and RIO GRANDE, and other

direct connecting Rail

(Published by Arrangement.)
DADDY JACK & DADDY JIM.
 BY
 M. E. FRANCIS.
 (Author of "In a North Country Village,"
 "Dan," etc., etc.)
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PART II.
 The sod had been green on Maggie's grave for nearly three years, and the little wench was a well-known personality in the neighbourhood of the Upper Farm. A sturdy little monkey, standing firm on her plump brown legs, and taking notice of her small world with a pair of bright dark eyes that might have been Maggie's own. "Sharp?" said her grandmother, "Eh, hoo is that. There's nought hoo doesn't know, I welly believe." "T'other day, soombody axed her wheer hoo coomed for an' who her mother wur. Ah hoo tells 'em as hoo lives at the Upper Farm. I haven't got no mother," hoo says, "but I've two daddies, hoo says. Ah, hoo told us all about it when hoo coomed whoam. Did yo' ever hear sich a tale?" "Two daddies," says hoo.

"Daddy Jack" and "Daddy Jim" were indeed little Curly's devoted slaves. (She had been christened Maggie after her mother, but the members of the bereaved household found it as yet difficult to pronounce that once familiar name, and so the little wench was generally entitled "Curly" in allusion to the thick wavy golden-brown crop which adorned her little round head.)

She slept in her grandmother's room, so Daddy Jack had generally the first of the day's enjoyment. She would crawl out of her cot on to the big bed with early dawn, creeping cautiously over Mrs. Buxton's sleeping form, and snuggle close to Daddy Jack, beseeching sundry attentions on him, which a less good-humoured or affectionate man would have found a trial to try. But he only smiled and patted his nose, and twisted his whiskers, imprisoning the dimpled little tormenting hand.

"Eh, hoo's a little rogue, tho' art I. Why the birds are not wakened up yet. Whativer will thy gronny say? See, coom in here wi' thee—thou'rt welly starved wi' coom—thy little feet's near perished."

Sometimes Curly accepted the invitation, but more frequently she declined, first by vigorous shakes of the mop aforesaid; then by little nutcracker remonstrances, and finally by shrill defiance, which ultimately awoke her grandmother, who thereupon invariably petted and scolded Daddy Jack, a state of things of which "the little wench" entirely approved.

"The poor innocent knows no better," Mrs. Buxton would grumble. "But a body 'ud think the'd ha' more sense, nor to be encouragin' her sich ways. See, lovin', get under th' blankets, do. Eh, hoo's as cowd!" I wonder at that, Jack, tho' I do! Thou might know better. The child's got no sense."

I got no sense, Curly echoed reprovingly one day, crossing one fat leg over the other, and looking severely at her grandfather, upon which Jack's lecture was cut short for once, and the old pair chuckled and winked at each other in equal rapture. "Sense indeed," as Jack remarked, "hoo's more nor a many grown men!"

When Curly's toilet was completed, Daddy Jim's innings began. She sat on his knee at breakfast, and ate occasionally out of his plate; she rode on his shoulder afterwards, when he went his round of the shippings and pigsties, varying that form of exercise by an occasional jaunt on the back of a cart-horse, or even a cow. Once indeed, she insisted on riding a pig, and after a sharp altercation carried her point; Daddy Jim selected a matronly and safe old lady for her steed, and placed his folded coat for Curly to sit on. But the experiment was not a success—both Curly and the coat speedily slipping off into the mire.

The little maid was always seen with one or other of her daddies; and not unfrequently with both. The two men accommodating their paces to her little toddling steps, and stepping awkwardly side-way that she might cling to a finger of each.

When she had chicken-pox they nearly went mad, especially as kindly neighbours were not wanting sympathetic suggestions that happen her mother were callin' her. Hoo wanted her up yonder, very like, an' hoo'd coom fur her. However, these predictions were not realized. And luckily for the peace of mind of the two daddies, no other childish maladies found their way to the Upper Farm.

The two daddies were peacefully, Jim went on working for his father-in-law, as he used to do during his brief wedded life, and Mrs. Buxton washed, and mended him, and "did for him," and occasionally "barged at him," almost as poor Maggie herself might have done. But it wasn't the same. "Eh dear no," as Jim often sighed to himself. "There's a deal of difference. Eh, Maggie!"

No one could say that he fretted much. The neighbours thought he bore up wonderful. He was a good son to cry, and never mentioned his wife, when he passed her grave on his way to the church door, he looked the other way. But he missed her in his dull, uncomplaining, unreasoning fashion, at every turn, in every hour. Only Curly had power to chase away the vague pain—only her sunny baby presence could fill the void.

When Curly was more than halfway through her third year, an event occurred which stirred the placid current of her daddies' lives. It was on a Sunday in June, a Sunday so warm and bright, that the eyes of the congregation were tempted to wander to the church windows, through which the sky appeared very blue, and the woods very green and enticing. It was so warm that the sermon had rather a soporific effect, and one or two prayer-books slipped out of the owners' hands long before the Rector had come to "Thirteenth."

Well, service was over, and dinner was over, and Daddy Jack was smoking on the bench outside the door, digesting his roast beef, and doing as he thought fit. Mrs. Buxton was reading "Lettie's Amusements" (which always came out on Sunday) in the parlour, and Curly was fast asleep on the horseshair sofa with her legs covered by a shawl.

Daddy Jim strolled down the path a little way just to pass the time. He was disappointed that the little 'un should have selected, to take her nap just then, but it was good for her, no doubt. Very like it was—but it was lonesome here in the field without her. He sauntered on, switching at the hedge, and whistling. Presently the sudden turn in the path, described before, brought him in sight of the high road, and the stile leading to it. And who might be sitting on the stile? A buxom girl in a bright blue dress, with reddish hair, blue frizzled, and a very fine hat indeed, a hat with as may ribbons, and flowers, and feathers, as could possibly be piled on it. The young woman's whole "get up" was so smart, and the difference between it, and her ordinary weekday attire so great, that it was not until he was quite close to her that Jim recognized Annie Davis, the black-haired girl, who had recently come to live in the village.

"Good afternoon," observed Jim, passing with a nod and grin of greeting.

"Nice day, Mr. Norris," replied Annie.

Jim looked up at the sky, then at the feathers in Annie's hat, and then, casually, at the face beneath it. A pleasant face enough, snub-nosed, red-checked, freckled, with bright, rather

bold blue eyes. The eyes had pink rims to them to-day, though, and the sandy lashes stuck together. Annie Davis had been crying.

Jim realised the fact by slow degrees, and also observed that the girl, though she had responded to his greeting, did not seem to care to pursue the conversation, continuing to drum on the step of the stile with her foot, and to gaze disconsolately down the road.

A smile crept gradually over his face. He opened his mouth as though to speak, shut it again, and then winked to himself. He was thinking of making a joke, and a joke was no light matter to him, and could not be undertaken without due preparation. He had very nearly got it now, though.

A tear welled up in the corner of Annie's eye, and rolled slowly down her round red cheek. "Hasn't he coom?" asked Jim, ready at last and grinning with glee.

"Who?" queried Annie pettishly.

"Why, him. Him as yo're lookin' out fur."

Now as it happened, he hadn't come, and Annie had good cause to fear that he had no intention of coming. Annie had had a quarrel with him on the Sunday before, and she had announced her intention of "giving over keeping company" with him, parting from him indeed, with the assurance that he needn't ever come asking her to go out with him again, for she had walked her last with him. Nevertheless, when the end of the week came she had cooled down a good deal, and was, in fact, quite ready to forgive her swain when he came, as she expected, to be once more restored to favour.

She had taken up her position on the stile, which commanded a good view of the road usually taken by Sunday couples, and had there waited for the young man—waited first smilingly, then anxiously, then furiously, then despairingly. Jim's jo'lar query was the last drop in an already full cup: Annie began to sob in good earnest.

Jim could not leave off smiling all at once, partly because he was enchanted to find that his surmise was correct, and partly because he thought he had said a very funny thing! But presently he began to feel sorry for the girl. He leaned against the fence, and looked at her compassionately.

"If I wur yo' I'd give over," he remarked.

"I would, fur sure. There's a mony lads i' th' parish."

The corners of Annie's mouth began to go up, and she gave her head a little toss.

"Well," she said coquettishly, "an' who said there was no?"

Jim was nonplussed for a moment, quickness of repartee not being his strong point. But after pushing back his hat, and scratching his head—processes which always seemed to brighten his intellect—he observed—

"A mon 'ud think to see yo' as there wur but one lad i' th' place, an' he wur a bad 'un."

Annie began to laugh, loud and long, after the manner of young persons of her standing; and Jim, charmed at his own brilliancy, joined her. Their mirth was at its height, when a couple came sauntering down the road, at sight of whom the girl suddenly changed her note. It was no other than her own particular young man, who now strolled leisurely past, arm-in-arm with her most special enemy. On they came, talking very eagerly, and laughing a great deal. The young man exceedingly affectionate to the new love, as, with the corner of his eye, he caught sight of the blue draperies of the old, fluttering behind the hedge; the maiden cool and witty. Jim meanwhile was still cheerfully chaffing.

"Eh, a body 'ud think as he wur a bad 'un!" he repeated, quite unconscious of the proximity of the person in question.

"An' they think reet," cried Annie, with flashing eyes. He was actually passing without a sign of recognition. "But as yo' were sayin', there's mony a lad i' th' parish."

"There is," agreed Jim, "an' good 'uns too. Eh, a lass same as yo' has no need to 'tuck up wi' wanstils."

The couple were out of hearing, now, but one or two more were approaching, and Annie, whose blood was up, determined to prove to all her acquaintances that she was not depressed by her lover's desertion.

"There's yo'rs!" to start wif, Mister Norris, she said, her rosy cheek dimpling, and her snubnose cocking itself knowingly as she smiled.

"Well," said Jim. "That is a good 'un!"

"Wunnot yo' set down a bit?" enquired Annie. "There's lots o' room, an' settin's as cheap as standin'."

The space was rather narrow for two, but with a good deal of giggling they managed to balance themselves.

It was very pleasant there; sunny and warm, with the scent of the clover strong in their nostrils, and the breeze rustling through the tall green wheat. Jim sat placidly beside Annie, listening to her rollicking talk and laughter, and putting in an occasional monosyllable. The neighbours, passing by, stared and nudged each other, and made smiling half-audible comments.

"So that's it, is it?" Well, he is but a young chap. Ah, Jim's in luck, and so forth.

His head, with his sick, and looked over their fidgets, and then drew a long stalk of grass from the rank growth beneath the hedge, and chewed it.

But by-and-by, the sound of a well-known voice coming from the opposite direction made him start. What should come rolling round the hedge, but the portly figure of Daddy Jack!

"Hallo," said Jim, tumbling off the stile and looking rather foolish.

Jack paused, took a long frowning survey of Annie, and then, more rapidly.

"Art thou comin' to the way?" he enquired as soon as he was near enough.

"Is it ready?" "I should think I wur ready, an' it gone five. What han' ya' gate here?"

"Well, an' what if I wur settin' o' a stile wif a wench?"

"Well, tho' that's what I say; tho' cookey-keepin'."

"I wunnot say whether I am or not," cried Jim angrily, "but I'll say as I wunnot be brieded at."

"My word, Jim, I'll barge if I've a mind to, I tell thee I'm not the mon to start countin' my words at this time o' th' day. Nay, I see how it is w' thee. Thou cares nought fur our Maggie, nor our Maggie's folks. Thou's taken up wif yo' own illfavoured impudent lass o' Davis, an' thou thinks to set her i' our Maggie's place. But I tell thee, I lad, thou needs na think o' fetchin' her up i' our house. Hoo's no place there, an' thou's na no place there if thou goes coorin' other wenches. Thou coom pack up, bag and baggage, an' tak' thyself soomwhere else. We wunnot want Annie Davis's chap up yonder—w'e'n nobbut kep' thee fur bein' our Maggie's husband."

"Well, an' if yo' have kep' me yo' have not kep' me for nought," put in Jim, all his pride in arms. "I've worked hard, and added my mate if I've a mon did. But I'll not be beholden to no one I coon soon find some little nook as 'ull do fur Curly an' me."

"Curly!" cried the grandfather. "Eh, did I ver a body sich a thing! Thou's thinkin' to tak' Curly off us! Nay, nay, we're noan sich fools as to let her go. Thou can go if thou cannot do wif out thy coortin's an' company keepin's—but we's kep' th' little wench."

Jim rolled his head from side to side, and snarled.

"We'll see that. Hoo's my wench. Coom? Dost thou reckon hoo is or no?"

"Aye, hoo is thy wench reet enough, but hoo's Maggie's wench too, when all's said an' done, and Maggie wur mine, th' only child I ever had. Eh, my word it seems as if 'twere nobbut o' other day as our Maggie were trottin' about just same as th' little 'un yonder."

"Ah," he added in a softened tone, "I like as if I could see her now—in a little yaller dress hoo had, an' her white pinny all full o' flowers. Hoo was allus fair mad about flowers."

Jim began to sigh, slowly, with head a little bent. Jack followed, talking half to himself.

"An' hoo'd coom runnin' to meet me just the same as Curly might do now, wif th' little curls tressin', an' th' little legs welly flyin', an' soon as ever hoo'd see me hoo'd strike out, 'Daddy, daddy, Eh, dear o' me! To think hoo's layin' in her grave now!'"

Jim quickened his pace, but not a word said he.

But it's nought to thee as how 'tis. Thou's a false fur curly now, Maggie wur a good lass to thee but hoo's dead now, an' thou needs to give th' little 'un a step-mother. Hoo'll bak her little 'eart—an' th' missus yonder—'it'll bak her near to kill her—but thou cares nought. Nay—thou'll ha' thy Annie Davises as 'ull never do fur the little wench same as us. Hoo'd be shovin' 'er ere an' ther out of the road, an' knockin' 'er about as like as not. But I tell 'ee what it is, lad—thou may like thy Annie Davises to thyself—hoo'll ha' noan of our little 'un—we's keep her."

Jack nodded his head looking determined. His face was red with anger, and agitation, the vein in his forehead swollen, and he spoke loudly and disjointedly for he was breathless, partly with eagerness, partly because he was obliged to walk quickly to keep up with Jim. But in spite of his withering emphasis in alluding to Annie—numbering her name in the plural by way of denoting greater sarcasm and scorn—anyone who knew him would have guessed that for all his lofty air the tears were not very far off.

They were nearly home now, and suddenly Curly's little figure appeared trotting towards them, and her voice was heard uttering ecstatic cries of welcome.

Jim broke into a run, and stretched out his arms.

"Coom, little lass, coom to Daddy."

"Nay, cried Jack, hoarsely, following Jim at a kind of hobbling canter. "Don't 'ee go to him, Curly, coom to Daddy Jack. Daddy Jack loves thee. Daddy Jack 'ull do aught i' th' world fur 'ee."

Daddy Jack and Daddy Jim!" cried Curly running, and the other with little screams of laughter, and thinking it the best fun in the world. But the two men were tremendously in earnest.

"Eh, Curly, hasto n'er a kiss fur thy own daddy?" pleaded Jim.

"Nay, coom thy ways to me, little wench," cried Jack, who was fast losing every vestige of self-control. "Coom. Daddy Jim cares nought fur lasses as have no blue e'en an' red cheeks. He's gotten a new lass—he wants none o' thee now."

Curly paused, gazed, looked from one to the other of the angry faces, and finally uttering a loud wail, announced that she wouldn't have have no daddy at all, an' sh'd tell her gronny she would. She went away, whimpering, and Jim turned round with a countenance working with fury.

"Ah, an' thou'd happen like to bit me now?" suggested Jack, nothing the clenched fist.

"I would," said Jim. "An' I'd do 't too to any other man. Thou—thou didn't need to say these things to th' little lass."

There was a pause in his voice, but Daddy Jack would not let his horse be softened.

"It is no nobbut truth," he said.

"It is na truth," shouted Jim, "and thou knows as—"

"I know as thee an' Annie Davis—"

"Don't Annie Davis," interrupted Daddy Jim, with an indignant sob.

Daddy Jack's countenance cleared, and stepping hastily forward, he clasped Jim heartily on the shoulder. Then he drew back a little way, and looked at him with a kind of respectful admiration.

"Well Jim," he said, slowly. "Thou cannot say no fatter than that. Now, thou cannot, lad. There's g'it's the hand. Don't Annie Davis," says thou, and "Dom her," says I, an' nobody coom say more. Eh, shake hands, mon. Thou'rt a good lad, Jim, when all's said an' done."

THE BEAUTY OF RACE.

[BY A. M.]
 Italian eyes are beautiful for the simplicity of the shape of the eyes rather than for the colour, which is almost always one shade too dark, so that the pupils are not distinguishable, and the variety of those two and different concentric circles is lost. But the eyelids are drawn with the single sweep that used to be taught in the copies set in drawing-books. An uncomplicated line, along corner where the light folds gather smoothly to their close—these are the signs of the Italian eyes, set, as it were, at leisure in an ample width.

That even curve, with one intention, is most unlike to the contracted, deferred, and contradicted curve of the most celebrated eyelids in all portraiture. I mean the hampered eyelids, of subtle and yet violent out-lines, in the narrow head of Philip IV. of Spain. See how the jostled forms of those shortened eyes make themselves room, and hollow their way side-long, and droop asleep. Velasquez had their trick and their intricate perspective.

But even with bones less bent, less strict, less compressing than those which underlie the calm of this ambiguous face, few are the brows heard enough, except in young America and Italy, to let the eyelids draw that simple curve. Nay, some of the interest of eyes of mingled races is in some minor interruption of the line, some slight complexity that opens an irregular shape, broader at this point, drooping at that with a noble gravity. Strange is it that the intellectual eyelids should be these complex eyelids of the narrow head, whereas the broad brows rise over the simply-drawn eyes of mere intelligence.

Simply drawn, too simply coloured, as I have said, the healthy Southern eye (for all its unclouded white and its single black (or all but) round and sharp, in unsoftened concentric colours in all, and a shape that might be drawn by heart with a little practice; it needs much beauty to make this eye charming, but the beauty is seldom lacking. I compare it with the many-coloured eye of a girl whose cheek has an innocent red, and whose hair is so fine that it floats on the smallest breezes. Not here is the pupil swallowed up in the dark colour of the iris, and not only is it a clear and significant spark of black, but round and not broken brown and grey is a dark outer ring, and the eyelids, deep above and deeply open, sudden service, tragically and humorously, down to their abrupt corners. Colour and spirit are here, and the point of expression. In the black eyes with indistinct pupils there is no point in the look, but one broad, general, single eloquence, one thing at a time, with a dramatic childlikeness that is all southern. But one beauty, too, is southern, and only found in its perfection among out-of-door people living in the sun—the blue whites and not even the clearest eyes in England show—those sons of the north who mend their nets on the coast of Bamberough and Holy Isle. Nor have I ever seen blue whites with blue eyes.

These are signs of race which everyone knows by heart—colours which race lays up in the families of man, and redoubles in his children as though brown were laid upon brown and dark upon dark with a velvet pencil; or which race, again, shatters into a thousand degrees, and scatters in gradations across a tint, as in the brown hair of nations. How many browns, and how beautiful! The cool and the warm, with all the tones of each, and the waves of one familiar colour all men have eyes. It is the variety of construction that they have hardly learned to know the race by. Shoulders, and their carriage, for instance, have had many a local history. The East, which does not change, has kept the rules of proportion sung by the poets; but Europe has broken more than once with its traditions; and once was when the Greco-Roman mended the Greek, and left the paltry Venus de Medici to make laws for half the civilized world until she had persuaded all the feminine world to be painted by Sir Joshua and Gainsborough to be small and narrow. Then there was a stanza in "Childe Harold," and a poet saying far, far more than he could stand to. There is one thing that gets no mercy at the hands of time, and this is the poetic fury of *pari pris*. Benignly are other follies eased of their flagrancy by a century and less; they are no longer conspicuous, and, albeit keeping their place in the page and read, fresh by every new eye, they are easily excused by their date, by their author's good faith, or what not. At any rate, they can be neglected, or forgotten, as soon as read, in companies.

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THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMSUI MARU,"
Captain K. Sobajima, will be despatched for the
above ports, TO-MORROW, the 22nd instant, at
Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st October, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING,"
Captain Hodgins, will be despatched for the
above Ports, TO-MORROW, the 22nd instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 21st October, 1899. [1324a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARGYLE,"
will be despatched for the above port on or
about the 23rd instant, and will be followed by
S.S. "JOHN SANDERSON" to sail about
31st October.

S.S. ST. JEROME" to sail about 15th Nov.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th October, 1899. [941a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.
THE 3/3 A.L.I. American Ship

"ST. MARK,"
Dudley, Master, shortly expected from MANILA
will load here for the above Ports and will have
quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Hongkong, 20th September, 1899. [1198a]

Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAVERN."

THE above named Steamer having arrived,
Consignees of Cargo are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 24th instant, will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 24th instant,
and THURSDAY, the 26th instant, at 9.30 A.M.
All Claims must be made at or before the 3rd
November, or they will not be recognized.

Bills of Lading will be countersigned by the
Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,
Agents.
Hongkong, 17th October, 1899. [1293a]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after Noon shall be at before, will be
landed at Consignees' risk and expense into
Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 19th October, 1899. [1322a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MALACCA,"
FROM ANTWERP, LONDON, PORT SAID,
SUZEE AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, *ex S.S. Isti.*
From Madras, *ex S.S. Loodiana.*

Optional goods will be landed here unless
instructions are given to the contrary before 11
A.M. TO-MORROW.

Goods not cleared by the 27th instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.

H. A. RITCHIE,
Superintendent.
Hongkong, 20th October, 1899. [5]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioreses will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 2nd April, 1899. [493]

YEE CHUN'S STUDIO

at No. 59, QUEEN'S ROAD CENTRAL, where
 PHOTOGRAPHS and PORTRAITS on
 IVORY are executed at Moderate Prices.
 Hongkong, and May, 1899. [596d]

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the least injudicious remedy in the treatment of acute and chronic Discharges. These Capsules, unlike Opium, have not the Inconvenience of producing Nausea.

MATIO INJECTION is used in recent and MATIO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris, sold by all Chemists.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

REUCE, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(October 21st.)

Banks.

Hongkong and Shanghai Banking Corporation — 323 cent. prem.
 The Bank of China & Japan, Ltd.—(Preference) nominal
 The Bank of China & Japan, Ltd.—(Ordinary) 1 buyers.
 The Bank of China & Japan, Ltd.—(Deferred)—55 buyers.
 National Bank of China, Ltd.—\$8.
 Do. Do. —\$8.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$24.
 China Traders' Insurance Co., Limited—\$60.
 North China Insurance Co., Ltd.—Tls. 200.
 Yangtze Insurance Assoc. Ltd.—\$121.
 Canton Insurance Office, Ltd.—\$137.
 Straits Insurance Co., Ltd.—55.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.
 China Fire Ins. Co., Ltd.—\$80.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.
 Indo-China Steam Navigation Company, Ltd.—\$80.
 China and Manila S.S. Co., Ltd.—\$90.
 Douglas Steamship Co., Ltd.—\$47.
 China Mutual S. N. Co., Ltd.—(Preference)—29 buyers.
 China Mutual S. N. Co., Ltd.—(Ordinary)—55 buyers.
 China Mutual S. N. Co., Ltd.—(Ordinary)—63 buyers.
 Star Ferry Co., Ltd.—\$194.

Refineries.

China Sugar Refining Co., Ltd.—\$135.
 Luxon Sugar Refining Co., Ltd.—\$54.

Mining.

Punjong Mining Co., Ltd.—\$9.
 China De Beers Reference Shares—\$2.
 Société Française des Charbonnages du Tonkin—\$245.
 Queen Mines, Limited—\$0.45.
 Jebleu Mining and Trading Co., Ltd.—\$144.
 Raub Allain Gold Mining Co., Ltd.—\$64.
 Olivers Freehold Mines, Ltd.—(A) \$11.
 Olivers Freehold Mines, Ltd.—(B) \$6.50.
 Great Eastern and Caledonian Gold Mining Co., Ltd.—\$180.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—515.
 Hongkong and Kowloon Wharf and Godown Company, Limited—\$90.
 Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.
 Hongkong Land Investment and Agency Co., Ltd.—\$105.
 Kowloon Land and Building Co., Ltd.—\$28.
 West Point Building Co., Ltd.—\$30.
 Hongkong Hotel Co., Ltd.—\$120.
 Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.
 China Portland Cement Co., Limited—\$15 buyers.
 A. S. Watson & Co., Ltd.—\$6.75.
 Hongkong Electric Co., Limited—\$13.
 Hongkong and China Gas Co., Ltd.—\$130.
 Hongkong Rope Manufacturing Co., Ltd.—\$189.
 Geo. Fenwick & Co., Ltd.—\$227.
 Hongkong Ice Co., Ltd.—\$124.
 Hongkong High-Level Tramways Co., Ltd.—\$147.
 Dairy Farm Co., Limited—\$8.
 Hongkong & China Bakery Co., Ltd.—\$25.
 Campbell, Moore & Co., Ltd.—\$15 buyers.
 Bell's Asbestos Eastern Agency, Limited—£1 nominal.
 Bells Asbestos Eastern Agency, Ltd.—\$5.
 Carmichael & Co., Limited—\$8.
 Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$60.
 Ewo Cotton Spinning & W. Co., Ltd.—Tls. 66.
 International Cotton M'fg. Co., Ltd.—Tls. 75.
 Lau-kung-mung Cotton Spinning & Weaving Co., Ltd.—\$10.
 Soy Chai Cotton Spinning Co., Ltd.—Tls. 350.
 Yehloong Cotton Spinning Co., Ltd.—Tls. 55.
 Taubao Planting Co., Ltd.—\$4 per share.
 Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers),
 Telegraph Address—"Rialto."

OPIMUM QUOTATIONS.

Hongkong, 21st October.

New Patna	930	per chest.
New Benares	910	
New Malwa	860	per picul.
Old Malwa	875	
Foreign, paper tied	860	

Bank Bills, on demand 1/10 15/16	
Credits, 4 months' sight 11/11	
Dinets, 4 months' sight 11/11	
ON BERLIN (demand)	M. 1/95
ON PARIS, Bank Bills, on demand	2 1/4
Credits, 4 months' sight	2 1/4
ON NEW YORK, Bank Bills, on demand	46
Credits, 30 days' sight	47
ON LOMBARD, Telegraphic Transfer	141
On demand	142
ON SHANGHAI, Telegraphic Transfer	72
Private, 30 days' sight	73
ON YOKOHAMA (demand)	2 1/4
Sovereigns, Bank's Buying Rate	\$10.47
Gold Leaf 100 touch, per oz	\$4.25
Bar Silver	263
Dollars	33 per cent. prem.

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken	Mr. J. Y. Mayston
Mrs. John Angus	Mr. T. S. Meser
Dr. B. Bailey	Mr. E. O. Murphy
Mr. W. S. Bailey	Mr. J. C. and Mrs. Myhre
Mr. B. J. Barlow	Mr. C. A. Vance Nierop
Mr. J. F. M. Bartlett	Mr. J. J. O'Neil
Mr. W. M. Black	Mr. M. Parido
Mr. F. Bonnet	Mr. W. Parfitt
Mr. and Mrs. A. H. Bottenheim	Mr. J. C. Perry
Mr. G. Brusse	Mr. Reeves
Mr. T. F. Burgdorff	Mr. F. Reibero
Mr. A. B. Carier	Mr. A. Reid
Dr. and Mrs. F. Clark	Mrs. H. Renjes, child and nurse
Mr. and Mrs. M. A. Clark	Mr. and Mrs. C. E. Richardson
Mr. P. C. Denroche	Miss Richardson
Mr. A. Docter	Mr. G. E. Richardson
Mr. D. Earnshaw	Mr. S. J. Robins
Mr. and Mrs. F. H. Eldridge	Major I. E. Sawyer
Mr. W. Fucel	Mr. H. Simmins
Mr. and Mrs. K. Gibson	Mr. A. Spagnolo
Capt. Goddard	Mr. M. Steger
Major and Mrs. Griffin	Mr. B. Taylor
Mr. and Mrs. Guilbert	Mrs. C. Thomas
Capt. H. Hall	Mrs. H. H. Todd and family
Mr. and Mrs. Harris	Mr. H. S. Vaughan
Mrs. Haywood	Capt. R. Unsworth
Mr. H. Hellier	Mr. B. T. Walling
Major and Mrs. Higgs	Mr. and Mrs. A. W. Whitlow
Mr. T. Howard	Mr. and Mrs. Bagnall
Major and Mrs. Jeffreys	Wild
Mr. and Mrs. Joseph	Mr. J. Williamson
Mr. E. A. Katsch	Mrs. D. Wilson
Mr. Kinghorn	Miss Wilson
Mr. J. Kirkwood	Mr. J. W. Withington
Mr. Z. Kobayashi	Mr. and Mrs. J. B. Wyfield
Mr. E. A. Leggatt	Mr. W. Wright
Mr. L. Levy	Mr. J. M. de Zuniga
Mrs. McCrackin and child	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. H. F. R. Brayne	Mr. J. Lamke
Mr. van Gorbach	Mr. J. E. Lee
Mr. G. H. Dann	Mr. H. S. Longuet
Mr. and Mrs. W. H. T. Davis and child	Mrs. C. W. Longuet
Mr. A. L. Denison	Mr. R. Mitchell
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Col. G. J. H. Evatt	J. Von Oertzen
Mr. J. S. Ezekiel	Lt.-Col. The O'Gorman
Mr. R. M. Ezekiel	Dr. Marx Peters
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Colonel E. H. Gorges	Mr. E. Sharp
Staff-Surgeon and Mrs. W. E. Home	Mr. A. Sinclair
Major G. R. St. John	Mr. A. Findlay Smith
Mr. H. B. Kendrick	Mr. A. G. Stokes
Capt. F. Koford	Mr. P. F. Stokes
	Mr. O. D. Thomson
	Mr. G. H. Wheeler

CRAIGEBURN.

Rev. F. Flynn, R.N.B.	Mr. Simmonds
Hon. and Mrs. R. D. Ormsby	The Government Civil Hospital Sisters
Miss Ormsby	Miss Yorkie Triscott
Miss C. L. Palethorpe	Mr. and Mrs. W. E. Turner
Capt. C. B. Simmonds, R.A.	Consul Volpicelli
Mr. Hugo Silvestri	Madame Volpicelli

VESSELS IN PORT.

Steamers.	
BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.,—Colombo 20th Sept., Ballast.—Doddwell & Co.	
CHOWFA, British steamer, 1,050, J. Williamson, 15th Oct.,—Bangkok 9th Oct., and Koh-si-chang 13th, General.—Butterfield & Swire.	
CHUNSAUNG, British steamer, 1,274, E. J. Buller, 16th Oct.,—Java 7th Oct., Sugar.—Jardine, Matheson & Co.	
CULGOA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.,—Manila 17th October.	
DAPHNE, German steamer, 1,292, Th. Nissen, 13th Oct.,—Mojil 8th Oct., Coal.—Siemssen & Co.	
DEUTEROS, German steamer, 1,001, E. Peter, 15th Oct.,—Saigon 11th Oct., Rice.—Siemssen & Co.	
DR. HANS JURG KIER, Norwegian steamer, 691, H. Lersbyrgen, 13th Oct.,—Yokohama 6th Oct., Ballast.—Jardine, Buschmann & Menzell.	
EASTERN, British steamer, 3,586, Winthrop Ellis, 18th Oct.,—Kobe 13th Oct., General.—Gibb, Livingston & Co.	
ELSE, German steamer, 993, F. Petersen, 17th Oct.,—Samarang 5th Oct., Sugar.—Siemssen & Co.	
EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.,—Vancouver, B.C. 12th Sept., and Shanghai 1st Oct., Mails and General.—C. F. R. Co.	
ESMERALDA, British steamer, 966, A. R. W. Cobban, 17th Oct.,—Manila 14th Oct., Hemp and Cigars.—Shevan, Thomas & Co.	
HAIHING, British steamer, 1,267, A. E. Hodgins, 20th Oct.,—Foschoo 17th Oct., Alloy 18th, and Swow 19th Oct., General.—Douglas, Laplink & Co.	
HAKUA, B.M.B., Japanese steamer, 1,419, M. Nishimura, 10th Oct.,—Savato 18th Oct., Tea and Brick, &c.—Nippon Yusen Kaisha.	
HANOI, French steamer, 739, Pannier, 19th Oct.,—Haiphong and Hoihoo 18th Oct., General.—A. R. Marty.	
LEGAZPI, Spanish steamer, 386, Antonio Tribar, 20th Oct.,—Manila 17th October, Leather.—Order.	
MACAWA, British steamer, 995, J. E. Farrell, 18th Oct.,—Siam 11th October, Rice.—Butterfield & Swire.	
MALACCA, British steamer, 2,615, E. G. Andrews, 20th Oct.,—London 9th Sept., and Singapore 14th Oct., General.—P. & O. S. N. Co.	
MEEFOO, Chinese steamer, 1,339, Frigate, 20th Oct.,—Shanghai 14th Oct., and Amoy 18th, General.—C. M. S. N. Co.	
MONOKU, British steamer, 859, N. G.	

SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 18th Oct.,—Shanghai 15th Oct., Ballast.—Arnhold, Karberg & Co.

SANDKAMM, German steamer, 1,374, E. Mühle, 12th Oct.,—Batikan 31st Oct., Timber.—Melchers & Co.

SIAM, British steamer, 992, J. F. Mosser, 16th Oct.,—Bangkok 5th Oct., General.—Bridley & Co.

SUISANO, British steamer, 1,776, E. J. Todd, 18th Oct.,—Calcutta 3rd Oct., Penang 9th, and Singapore 12th, Opium and General.—Jardine, Matheson & Co.

SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,—Suez 22nd Sept., and Saigon 5th Oct., Mails and General.—Messageries Maritimes.

SZECHEUN, British steamer, 1,158, Hall, 18th Oct.,—Bangkok 10th Oct., Rice.—Butterfield & Swire.

TAMISU MARU, Japanese steamer, 1,075, S. Nagai, 18th Oct.,—Amoy and Swatow 17th Oct., General.—Mitsui Bussan Kaisha.

TERKIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct.,—Singapore 5th October, 1901.—Order.

TETARTOS, German steamer, 1,574, T. Desler, 14th Oct.,—Saigon 9th October, Rice.—Siemssen & Co.

THYRA, Norwegian steamer, 2,150, Edwardsen, 12th Oct.,—Mojib 6th Oct., Coal.—Butterfield & Swire.

WONGKOL, British steamer, 1,115, B. B. Brooke Bigot, 15th Oct.,—Bangkok 1st October, Teak and Rice, &c.—Chinese.

YUENSANG, British steamer, 1,128, P. H. Kolfe, R.N.R., 18th Oct.,—Manila 13th Oct., and Amoy 17th, Hemp and Tobacco.—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,302, Armsbury, 17th Oct.,—New York 5th May, Case Oil.—Standard Oil Co.

ETHA RICKMERS, German ship, 1,754, Joh. Benck, 22nd Sept.,—Caird 13th May, Coal.—Arnhold, Karberg & Co.

GILO, German bark, 1,324, Hemmer, 8th Oct.,—New York 26th May, Kerosine Oil.—Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.,—New York 25th April, Case Oil.—Standard Oil Co.

LOTHAIR, Italian bark, 759, C. Lewanger, 1st Oct.,—Callao Peru 21st July, Iron.—Order.

MANUEL LAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,—Shanghai 3rd October, Ballast.—Siemssen & Co.

MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,—New York 24th April, Case Oil.—Standard Oil Co.

MARY L. CUSHING, American bark, 1,540, 1st Oct.,—New York 16th May, Case Oil.—Order.

RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast.—Order.

REUCE, American ship, 1,838, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil.—Standard Oil Co.

SINLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Philippine Islands 22nd Aug., Ballast.—Order.

ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,—Manila 13th Sept., Ballast.—Reuter, Bröckmann & Co.

STANFIELD, British bark, 569, Wilson, 8th Oct.,—Kijang 17th Sept., Timber.—Order.

STATEN, MAINE, American ship, 1,500, Colcord, 9th Oct.,—New York 20th May, Kerosine Oil.—Standard Oil Co.

WARATAH, British schooner, 25, Haynes, 23rd Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May, and Rio Janeiro 11th July, Kerosine.—Standard Oil Co.

HER BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

—Hongkong, October 21st, 1899.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. W. Slade, Foochow.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 11,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.

Bonaventura, 2nd class cruiser, 4,300 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. Wrey, cruising.

Centurion, 1st class battleship, 10,900 tons, 14 guns, 10,000 i.h.p., Captain R. J. Jellicoe, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Wittington-Ingram, cruising.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Comr. R. Keyes, cruising.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, 2nd class cruiser, 4,300 tons, 9,000 i.h.p., 4 guns, Capt. R. S. D. Cumming, Hongkong.

Humbert, destroyer, 1,540 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan.

Peacock, 1st class gunboat, 755 tons, 6 guns, 4,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.

Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.

Rattler, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardie, Singapore.

Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Manila.

Victorious, British Battleship, 14,000 tons, 32 guns, 10,000 i.h.p., Captain A. Schomberg, cruising.

Waterlily, surveying vessel, 620 tons, Commander W. P. Dawson, Foochow.

Whiting, twin screw, torpedo-boat destroyer, 420 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, cruising.

boats.

Miscellaneous.
Etna, Italian cruiser, 3,530 tons, Capt. G. Girolamo, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,500 tons, 9,000 i.h.p., Capt. Julian, Hongkong.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Siguria, Italian cruiser, 4,500 tons, Captain Casetta, Hongkong.
Stromboli, Italian cruiser, 3,530 tons, Captain Cantantini, Shanghai.

JAPANESE MEN-OF-WAR.

Battle-ships.
Yashiki, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 13 guns, 14,000 h.p., at Nagasaki.
Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.
Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.
Iwakusa, protected cruiser, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hoshidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.
Kasagi, protected cruiser, 1st class, 4,978 tons, 20 guns, 12,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachino, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitusu, protected cruiser, 1st class, 3,150 tons, 26 guns, 8,500 h.p.
Suna, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sat-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitaka, protected cruiser, 1st class, 2,300 tons, at Manila.
Miyabo, 2nd class, 1,800 tons, 31 guns, 5,000 h.p.
Tokio, 2nd class, 1,764 tons, 15 guns, 2,400 h.p.
Yueyama, 3rd class, 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1,380 tons, 12 guns, 2,887 h.p.

Bloops and Corvettes.
Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tsuru, 1,350 tons, 10 guns, 1,165 h.p.
Kaimon, 1,350 tons, 10 guns, 1,165 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gun-boats.
Oshino, 640 tons, 10 guns, 1,200 h.p., at Kanko.
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Soko, 620 tons, 10 guns, 700 h.p., at Fusui.
Choko, 572 tons, 4 guns, 400 h.p.
Chino, 600 tons, 5 guns, 400 h.p.
Chinta, 490 tons, 5 guns, 472 h.p.
Chinetsu, 490 tons, 5 guns, 472 h.p.
Chin Hokui, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.
Tatsuta, 575 tons, 5 guns, 5 torpedo tubes, 8,000 h.p.

Torpedo-boats.
Ikadashi, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Hongkong.
Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shirayama, torpedo-boat, 278 tons, Comdr. Kosoma, en route Japan.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Varrow), 40 tons, 3 torpedo-tubes, 520 h.p.
10 boats (Varrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.
Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery training ship).
Kanyiu, sailing-ship, 877 tons, 6 guns.
(used as training ship).
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship).
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p.
(used as training ship).
Asama, sailing corvette, 1,420 tons, 13 guns.
(used as a hulk).
Jinget wooden paddle steamer, 1,465 tons; 3 small guns.
(used as torpedo training ship).

Post Office.

A Mail will close:—
For Canton—*Per Pawan* to-morrow, the 22nd instant, at 9 A.M.
For Swatow—*Per H. J. Kiar* on Monday, the 23rd instant, at 11 A.M.
For Shanghai—*Per Chunsang* on Monday, the 23rd instant, at 2 P.M.
For Kongmoon, Samshui and Wuchow—*Per Samshui* on Monday, the 23rd inst., at 4 P.M.
For Saigon—*Per Dauterol* on Monday, the 23rd inst., at 4 P.M.
For Swatow and Bangkok—*Per Wengkol* on Tuesday, the 24th instant, at 9 A.M.
For Manila—*Per Legapi* on Tuesday, the 24th instant, at 11 A.M.
For Sandakan—*Per Sandakan* on Tuesday, the 24th instant, at 11 A.M.
For Manila—*Per Choyang* on Tuesday, the 24th instant, at 3 P.M.
For Singapore, Penang and Calcutta—*Per Sultang* on Wednesday, the 25th instant, at 13 A.M.
For Nagasaki, Kobe, Yokohama and San Francisco—*Per Onang* on Wednesday, the 25th instant, at 10 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—*Per Empress of China* on Wednesday, the 25th inst., at 11 A.M.
For Yokohama and Kobe—*Per Changsha* on Wednesday, the 25th instant, at 11 A.M.
For Kongmoon, Samshui and Wuchow—*Per Wuchow* on Wednesday, the 24th instant, at 4 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—*Per Yagoda* on Friday, the 27th instant, at 3 P.M.

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